

Public Webinar

I-205 Toll Project Environmental Assessment

March 14, 2023



To Access Interpretation | 要使用口译服务

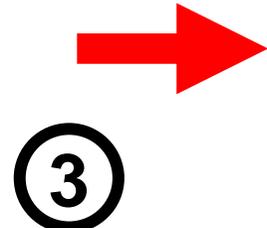
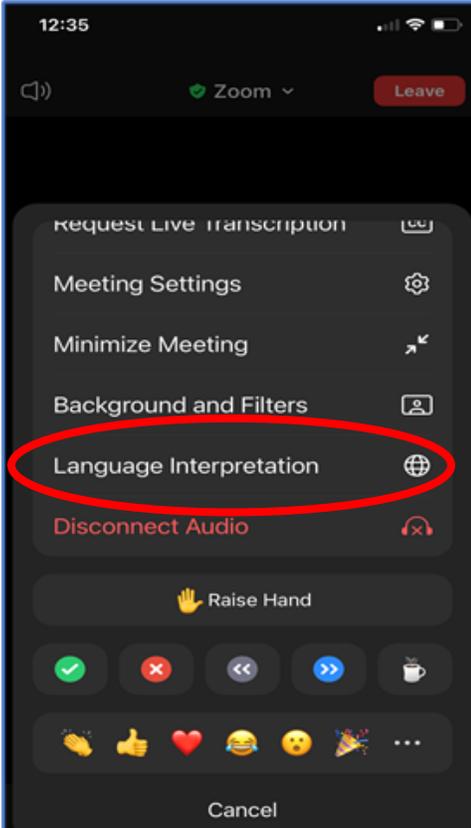
① Click **Globe icon** or **Language Interpretation** in meeting controls

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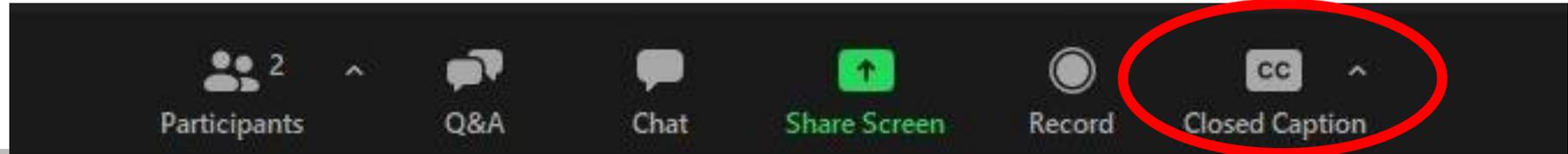
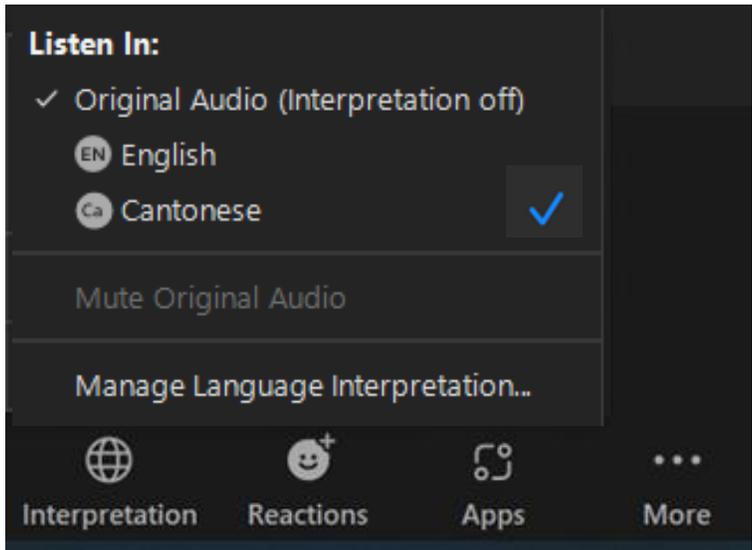
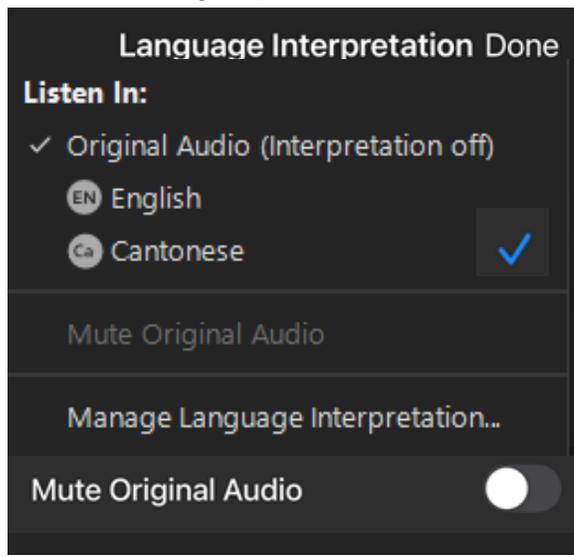
② Select language
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Smartphone
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To Access Interpretation | Для доступа к переводу

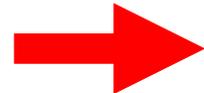
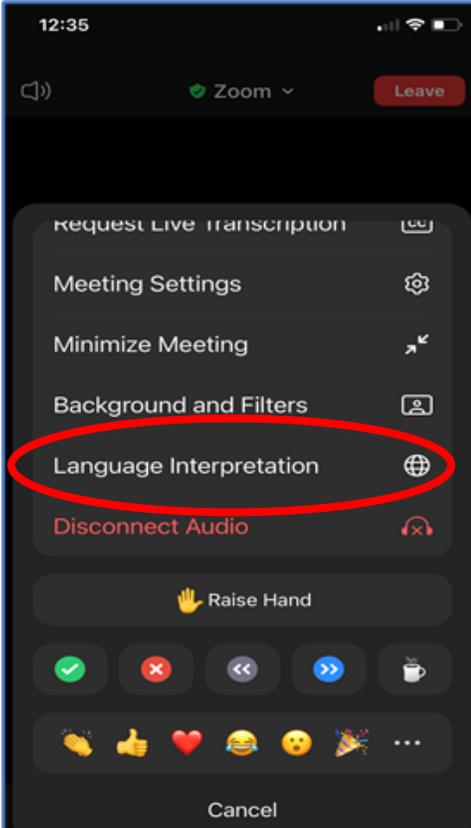
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Нажмите на значок глобуса или "Перевод на язык" в элементах управления совещанием

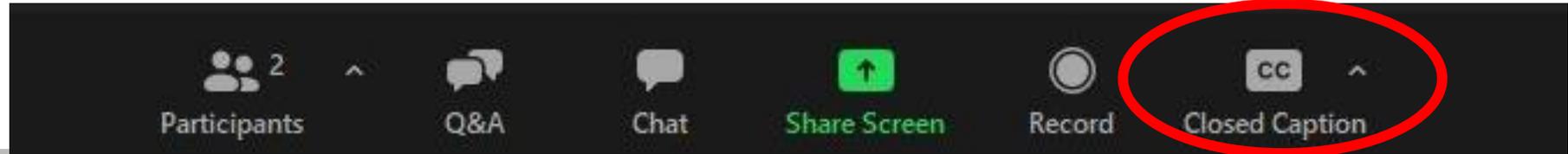
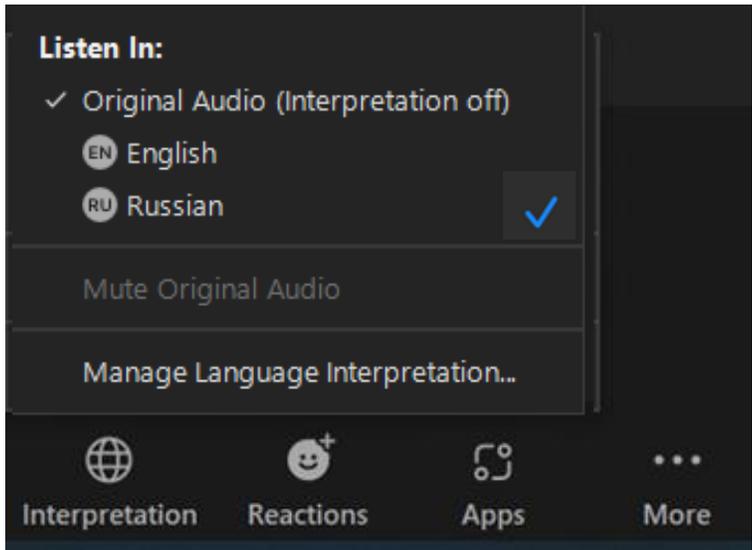
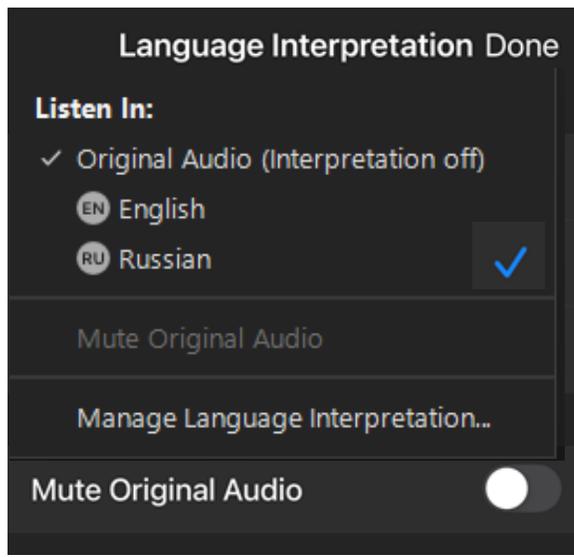
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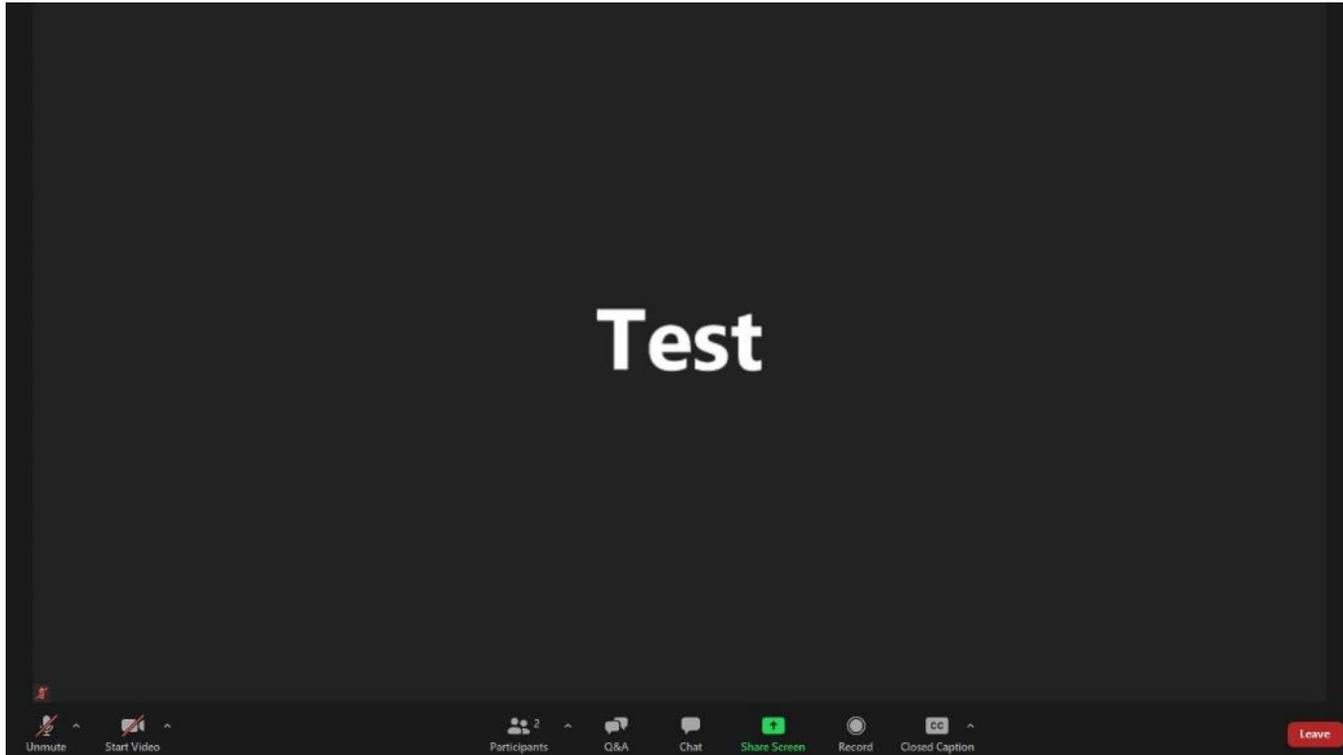
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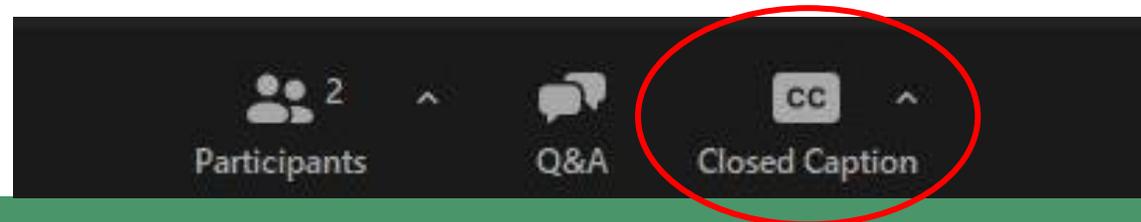
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To Access Closed Captioning



1. The bottom middle of your screen has a menu. If you can't see the menu, hover your mouse over the bottom middle of the screen.
2. Click on the "CC" icon and a separate window with captions will appear.



Q&A Pod Instructions

- Click on the “Q&A” icon on your tool bar.
- A box will pop up with a text box.
- Type your question into the text box, and then hit “send”.
- If you would like your questions to be anonymous click the “send anonymously” box in the lower left corner.



Technical Information

- Video and chat are disabled for Zoom participants.
- Participants can post questions in the Q&A box during the presentation.

Note: Your posted comments are part of the public record and open to public records requests through the Oregon Public Records and Meetings Law.

Today's conversation

- 1 Agenda Review and Welcome
- 2 Background and I-205 Toll Project Purpose
- 3 I-205 Environmental Assessment
- 4 Next Steps & How To Comment
- 5 Q & A with the Project Team
- 6 Closing and How to Stay Engaged

Today's Presenters and Panelists



Mandy Putney
(she/her/hers)



Nicole McDermott
(she/her/hers)



Scott Keillor
(he/him/his)



I-205 TOLL PROJECT ENVIRONMENTAL ASSESSMENT

OVERVIEW



Regional Safety Issues

- I-5 and I-205 combined accounted for 23,000+ crashes (2015 – 2019)
- Current infrastructure will fail during a Cascadia level earthquake
 - No seismically resilient interstate bridge across the Willamette River in the Portland area
- Emergency responders are stuck in traffic just like the rest of us



Regional Congestion + Pollution

- Congestion drains \$1.2 million per day from our local economy
- Region is expected to grow 23% by 2040
- I-205 is congested 7 hours daily, and is forecasted to double to 14 hours daily by 2045
- 40% of Oregon's carbon emissions come from the transportation sector

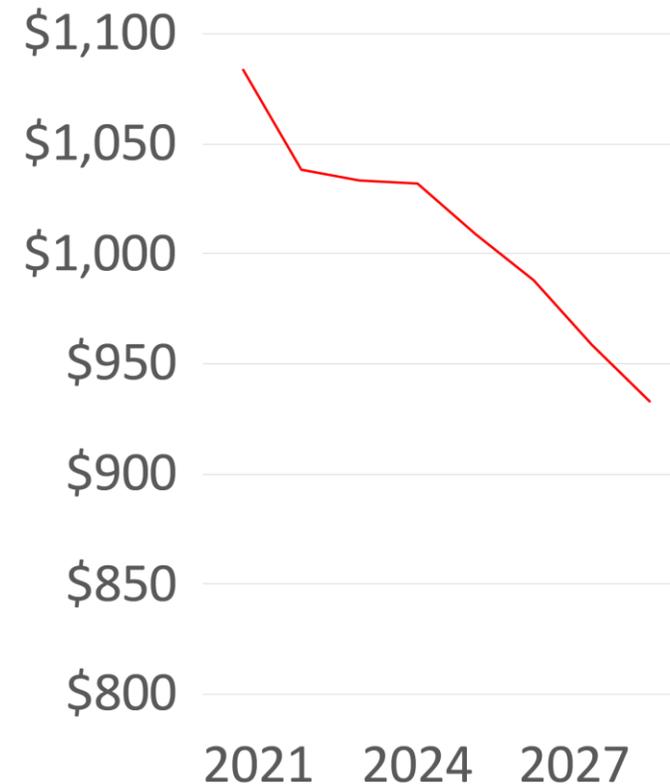


▲
Portland is ranked No. 12
in the United States
for traffic congestion.

Increased Costs, Decreasing Revenues

State Highway Fund Net Revenue
Adjusted for Inflation; Millions of Dollars

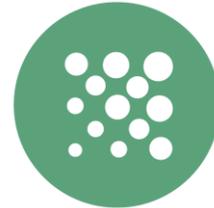
- Decline of the gas tax
 - Flat rate tax has not kept up with inflation
 - Fuel efficient cars, while great for the climate, mean less revenue
- Highway and bridge construction costs jumped by 20% from 2021 – 2022



Responding to Legislative Direction



2015-2016: Governor led transportation visioning panel with meetings around the state



2020-2021: Urban Mobility Strategy adopted to coordinate all projects for climate, equity, safety and mobility



2017: House Bill 2017 passed identified core projects and gave direction to study and implement a toll program for congestion relief



2021: House Bill 3055 passed allows for financial flexibility to deliver core projects, including toll program development

Urban Mobility Strategy Map

ODOT Projects

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Regional Mobility Pricing Project
-  I-205 Toll Project

Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Ped Crossing Project
-  Bus on Shoulder Pilot
-  TriMet Project
-  Multimodal/Community Study

Note: Core project names are boxed



All lanes, all electronic, no stopping



I-205 Toll Project Overview



- Studying variable-rate tolling on **all lanes** of **I-205** between **Abernethy Bridge** and **Tualatin River Bridges** to give travelers a better and more reliable trip.
- **Toll revenue** is needed to **improve I-205** from Stafford Road to OR 213, including a third travel lane in each direction and increasing earthquake resilience.
- An **Environmental Assessment** is available for public comment.

I-205 Toll Project



National Environmental Policy Act

What is NEPA?

Federal policy that requires agencies to incorporate environmental analysis and public input into decision-making process

Legally-required for many projects that receive federal funding or that require decision by federal agencies

Addresses impacts to a variety of resources (community, environmental, and historic)

NEPA can include preparation of an Environmental Assessment, which compares the effects in the future of a Build and No Build Alternative

Equity and Mobility Advisory Committee & Oregon Transportation Commission



- Neighborhood health and safety
- Low-income
- Transit and multimodal

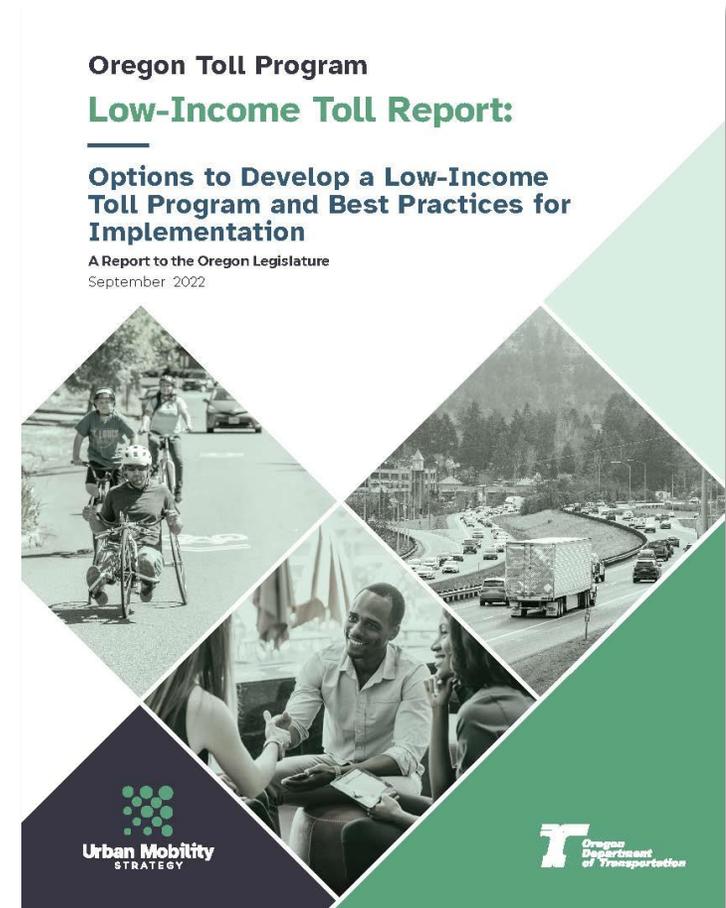
Extensive public outreach efforts

- **333** public briefings and presentations
- **41** events (tabling, workshops, listening sessions)
- **47** focus group or stakeholder interviews
- **25,510** online survey responses
- **5,099** comments received through emails or phone calls



Ways ODOT has incorporated feedback so far

- Centering equity in the project development
- Developing a low-income toll program
- Enhancing public transportation and multimodal options
- Keeping toll revenue in the corridor where it is collected
- Addressing negative impacts from diversion



I-205 Environmental Assessment

Environmental Assessment Alternatives

Build Alternative

Tolls would be implemented at the Abernethy Bridge and Tualatin River Bridges. Planned I-205 improvements, including a third lane between Stafford Road and OR 213 and seismic upgrades, would be built using toll funding.

No Build Alternative

No tolls would be implemented. Additional planned improvements on I-205 between Stafford Road and OR 213 would not be built.



Environmental Assessment Alternatives

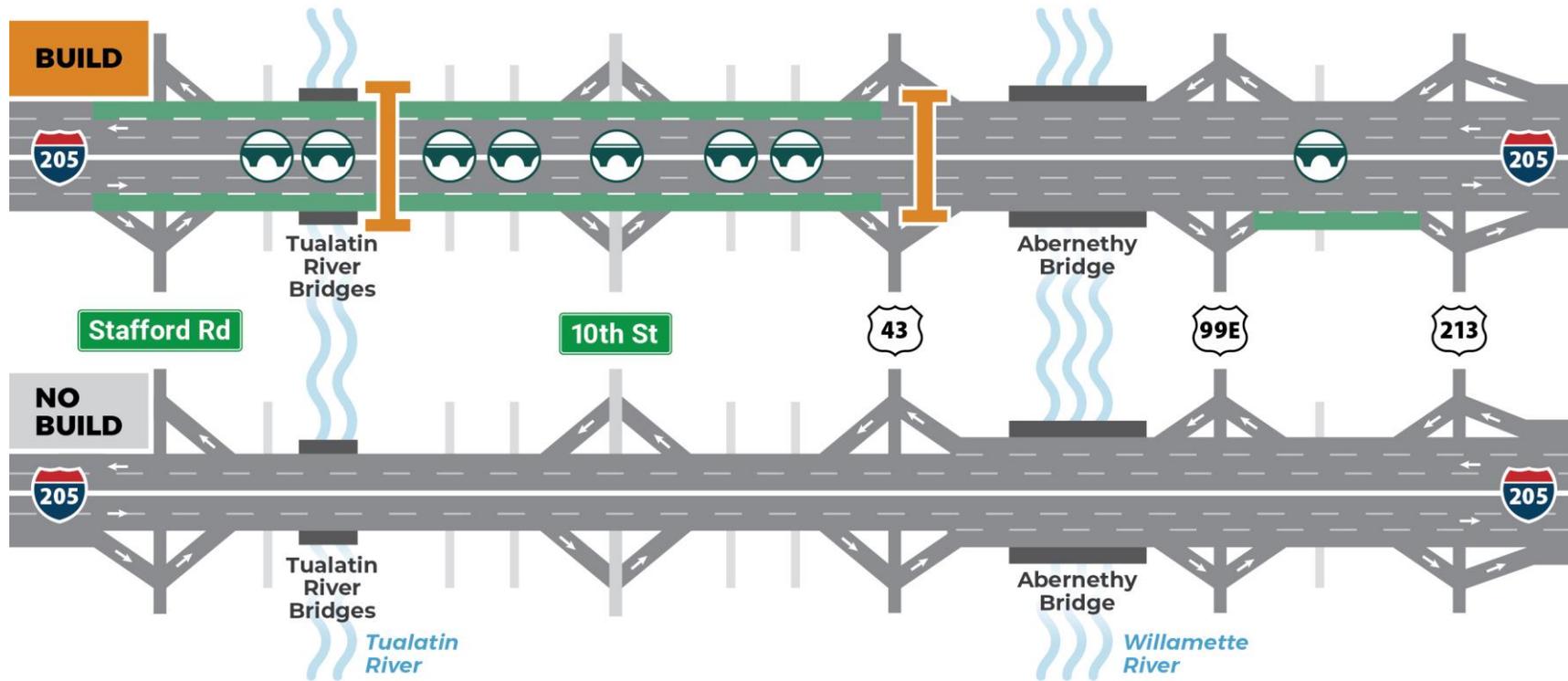


Illustration Not To Scale

Bridge Upgrades	Toll Gantry	Build Alternative Lane Configuration
<ul style="list-style-type: none"> Bridges with Seismic Upgrades 	<ul style="list-style-type: none"> Borland Rd Tualatin River Woodbine Rd Blankenship Rd 	<ul style="list-style-type: none"> 10th St Sunset Ave West A St Main St

Environmental Assessment

What we studied

Transportation
Effects

Natural
Environment

Safety

Freight

Climate and
air quality

Economic
Effects

Toll rate and
revenue
estimates

Impacts to
low-income
populations

Noise

Equity

I-205 Modeling Assumptions

- Tolls will be collected electronically
- Toll rates will vary based on a set schedule, with higher rates during peak travel periods
- Assumptions for the environmental analysis include the following estimates on the Abernethy and Tualatin River Bridges
 - **\$0.55** (11 pm to 5 am) per bridge (minimum)
 - **\$1.00** (1 pm to 3 pm and other shoulder periods) per bridge
 - **\$2.20** (4 to 6 pm) per bridge (maximum)
- Regional travel demand model incorporates land use and population growth

Transportation benefits on I-205 with tolling and improvements



reduced **morning** commute



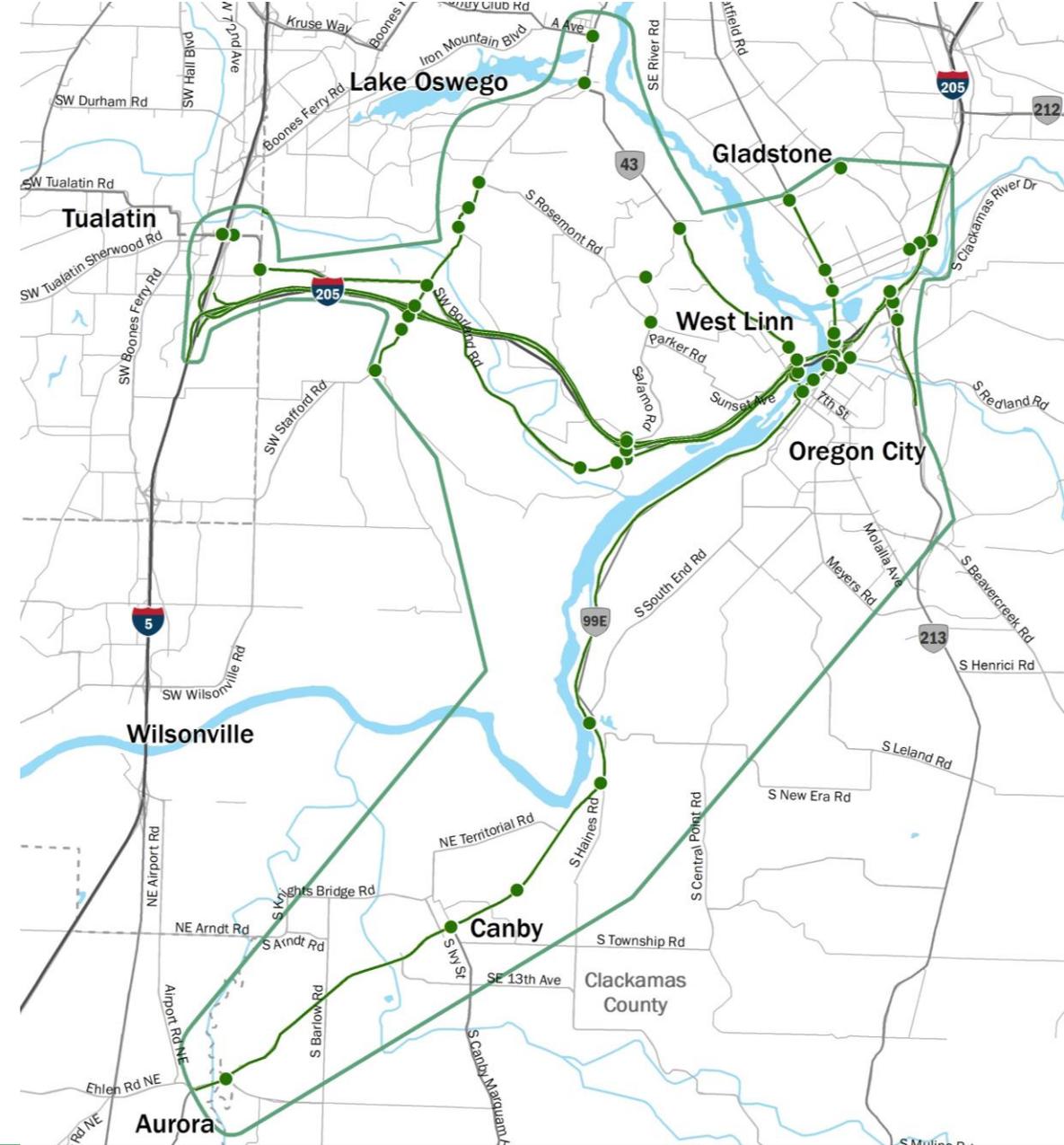
reduced **afternoon** commute



Congestion means at or above 80% capacity

Transportation Analysis

- Studied impacts on main travel corridors and 50 intersections – see an **interactive map** on the EA page
- Analyzed **safety** effects for all modes, including bicyclists, pedestrians and transit riders



Intersection Analysis 2027



No project impacts

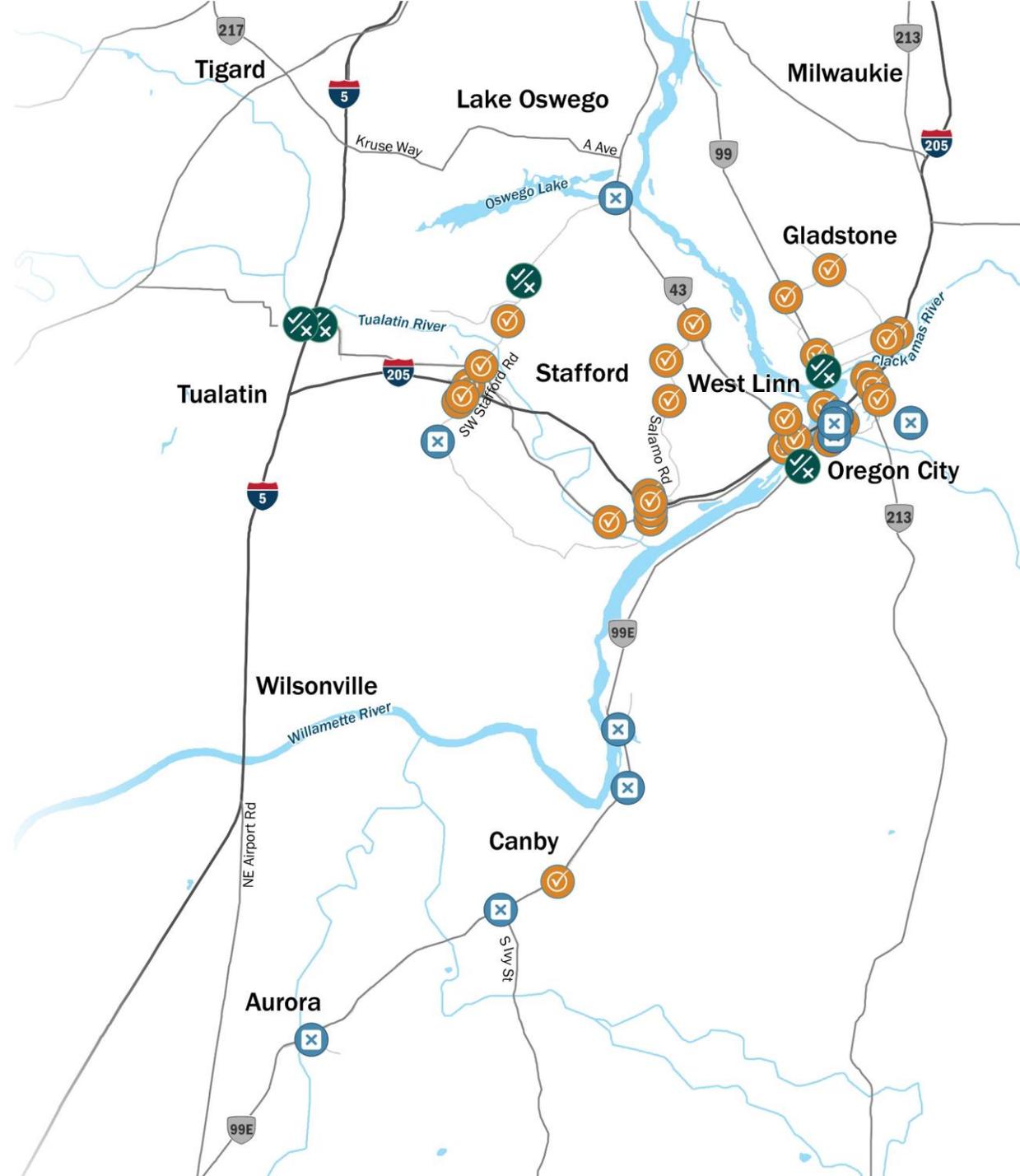
2027 Impacts Requiring Mitigation



Project worsens already failing intersections



Project leads to impacts



Intersection Analysis 2045



No project impacts

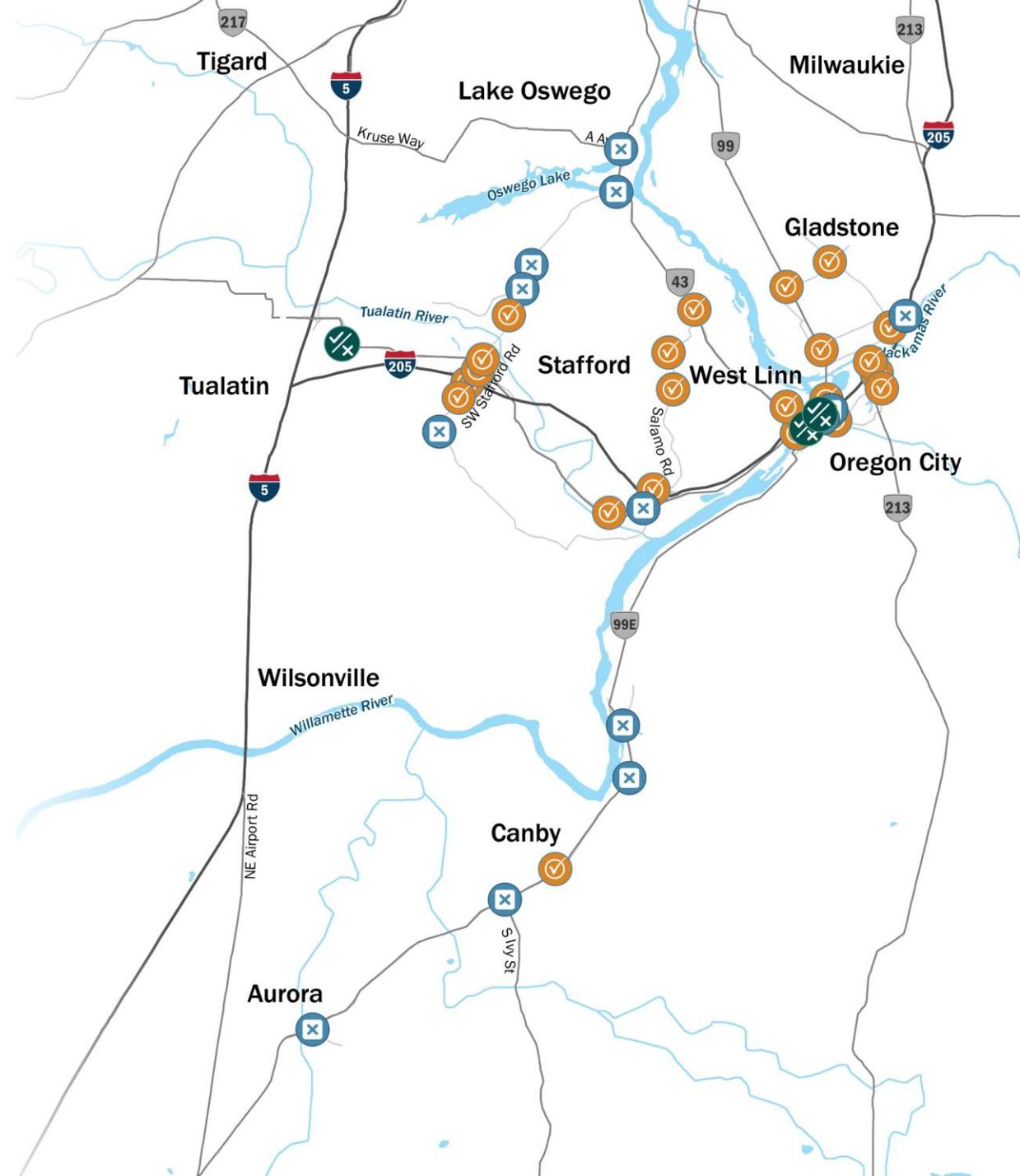
2045 Impacts Requiring Mitigation



Project worsens already failing intersections



Project leads to impacts





Public Transportation

- With current expected transit investments, ridership is projected to be similar.
- A 2% ridership increase is expected on routes that use I-205.
- Some mitigation projects promote transit performance enhancements.
- Separate from NEPA, ODOT is coordinating a workgroup to strategize increasing regional investment in public transportation.





Biking, Walking and Rolling

- Only 1 of 50 intersections become more uncomfortable for pedestrians due to increased traffic.
- 2 roadway segments would be more inconvenient for pedestrians.
- 1 roadway segment becomes better for pedestrians.
- Bicyclist stress levels would not change.
- Improvements are proposed to mitigate these issues.



Local road investments to address diversion

Examples under consideration:

- Providing roundabouts or new/improved signals
- Adding transit priority projects on certain streets
- Widening sidewalks
- Improving signalized pedestrian crossings, adding crosswalks
- Changing roadway striping
- Ongoing monitoring of diversion





Economics

- \$105 million in annual net economic benefits from 2027 to 2045
- \$9.8 million in annual cost savings for freight industry
- Thousands of jobs from project construction
- Less than 1% increase in household transportation costs
 - Offset by other benefits such as shorter travel times and savings from using less gas
- Low-income toll program in development





Low-income toll program in development

A **discount or credit** for drivers with a household income **equal to or below 200% of the Federal Poverty Level (FPL)** is under **consideration**

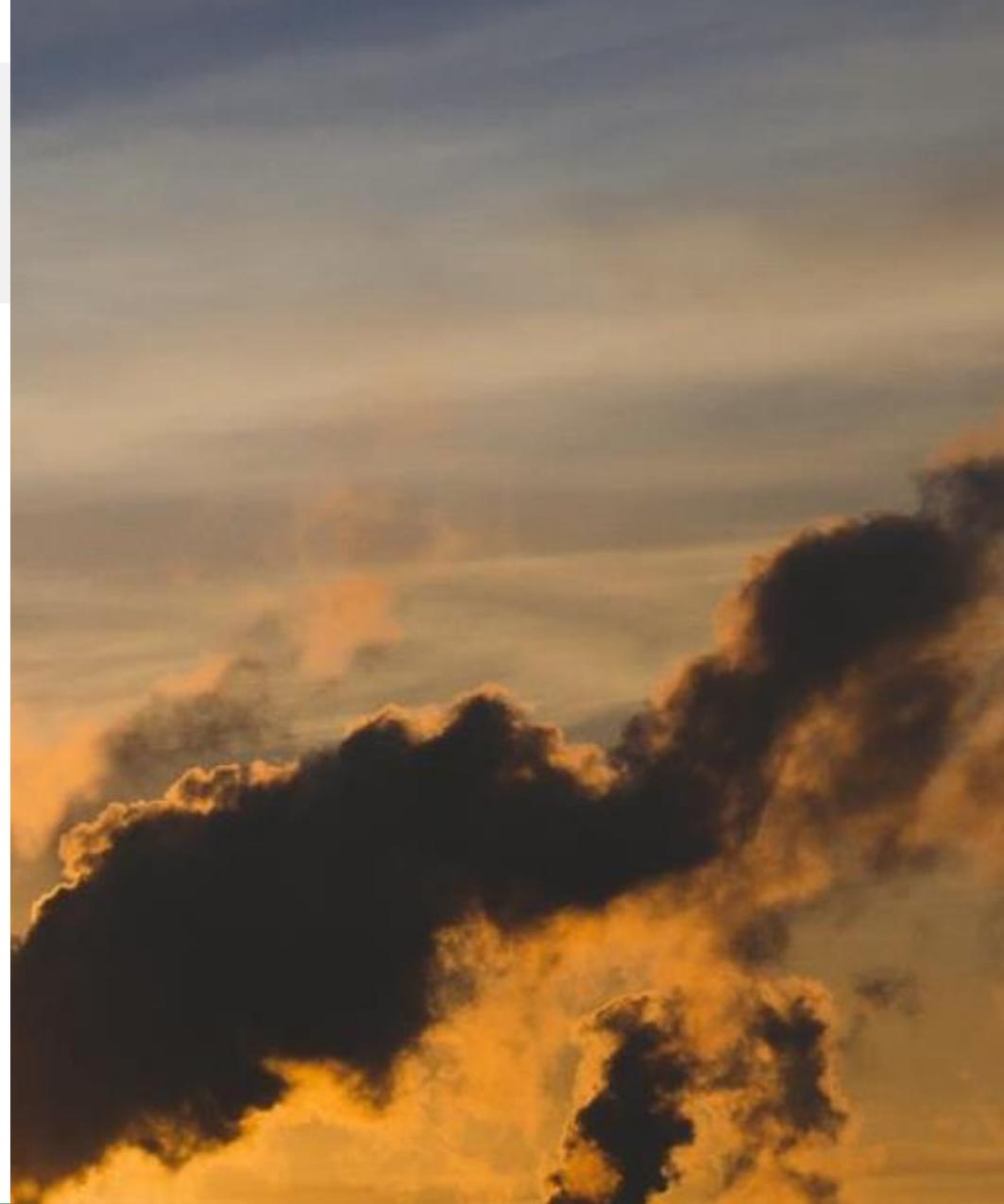
A list of **implementation practices will be evaluated**, including:

- Focused outreach and messaging to build awareness and encourage enrollment
- Cash-based payment option
- Access in various languages and for those with little or no internet access
- Periodic evaluation of the program



Air Quality, Climate and Noise

- In the future: fewer vehicle miles traveled, lower greenhouse gas emissions and energy consumption
- Improvements and tolling support ODOT's climate change goals
 - Emissions decrease by as much as 9% in 2027 and 12% in 2045
- Improvements and tolling on I-205 would result in minimal changes to long term noise levels.





Social Resources, Communities, and Environmental Justice

- **Equity Framework**
Communities would experience slightly greater accessibility to most job types, community places, and medical resources compared to general population households in the study area.



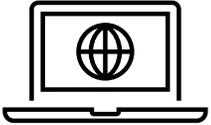
Section 4(f) Analysis and *De Minimis* Impact

- The Tualatin River Water Trail is a protected resource under Section 4(f) of the Department of Transportation Act of 1966.
- FHWA determined that the temporary closures of the Tualatin River Water Trail for construction would have a **de minimis impact**.
 - This means the project would not adversely affect the activities, features, or attributes of the Trail that qualify it for protection under Section 4(f).
- Concurrent comment period with EA (Feb. 21 to April 21)
 - Same ways to comment. Put “Section 4(f)” in the subject line.

Where to get information and materials



Oregon Tolling Website:
Oregontolling.org



Explore the I-205 EA Video Series:

- [Project Overview](#)
- [What is an EA and How to Comment](#)
- [Air Quality, Climate, and Noise](#)
- [Economics](#)
- [Transportation and Mitigation](#)



Online Interactive Map:
[I-205 Toll Project Environmental Assessment Interactive Map](#)

How to Comment

Comment period closes on April 21, 2023



ONLINE COMMENT FORM:

<https://www.surveymonkey.com/r/I205TollEA>



EMAIL:

I205TollEA@odot.oregon.gov

VIRTUAL PUBLIC HEARING:

April 4, 3-6 pm.



MAIL: Mandy Putney

ODOT Urban Mobility Office
18277 SW Boones Ferry Road
Tualatin, Oregon, 97224

IN-PERSON OPPORTUNITY

Verbal comment to court reporter
April 4, 3-6 pm.

LEAVE A VOICEMAIL:

503-837-3536

What are we doing with your comments?



Comments will be evaluated alongside the technical information



Then, ODOT and FHWA respond to comments



Depending on the results of the analysis and public input...



...the Environmental Assessment will either be revised (and a Finding of No Significant Impact made), OR additional analysis will be required.



Oregon Toll Program timeline



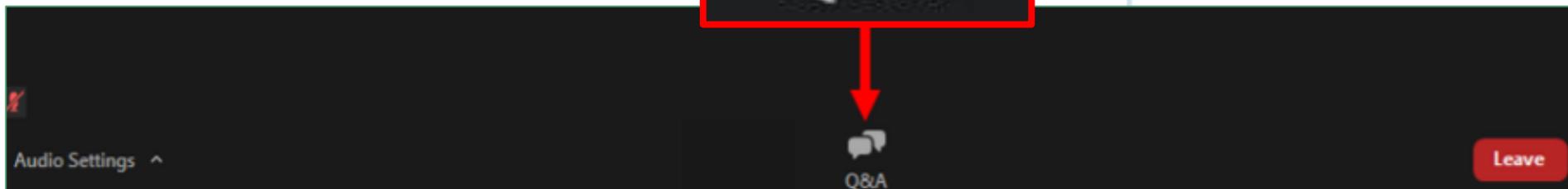
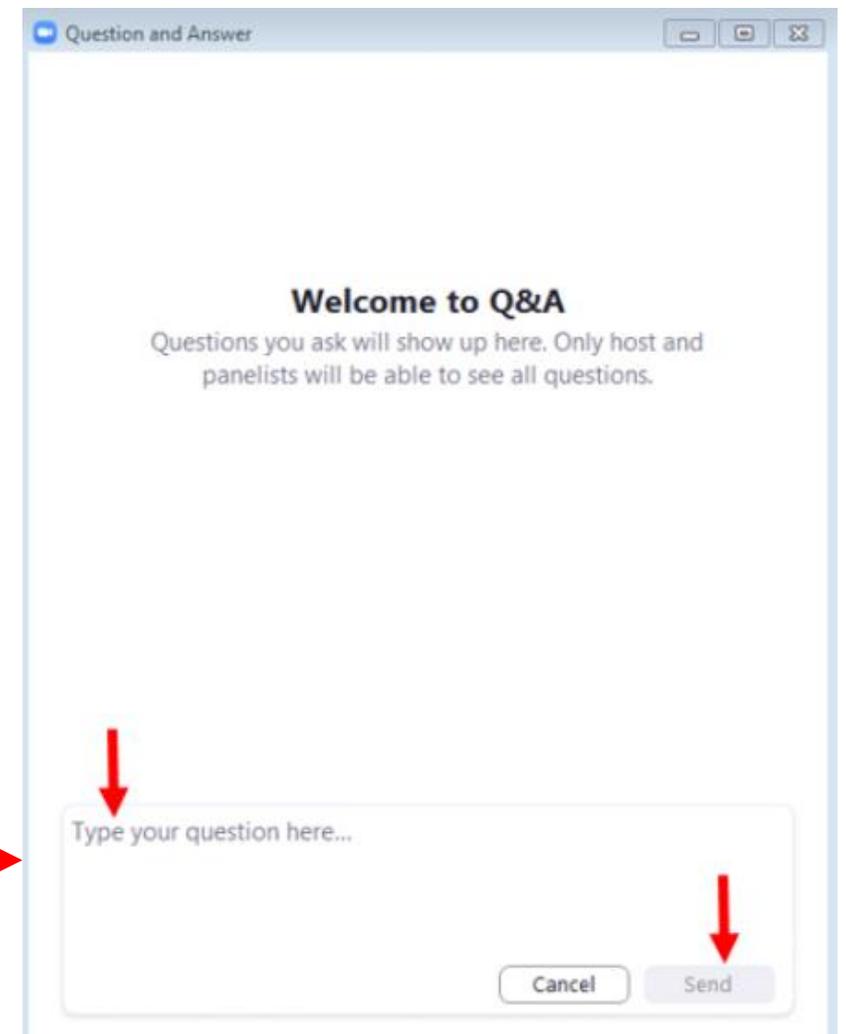
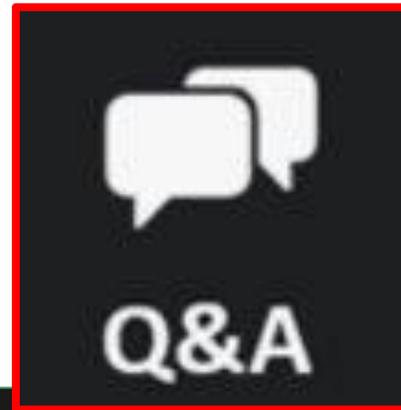
Your Questions: Q&A with the Project Team

Please note that questions and answers during this session will not be considered official comments or responses. We welcome your emailed, mailed, or verbal comments at the public hearing.

Q&A Instructions

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